VOLUME XXXV, NUMBER 30, MAY 13, 1957 . . . *To Know This World, Its Life*

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Princess Pocahontas saves doughty John Smith—and history gains a heroine.

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NATIONAL GEOGRAPHIC PHOTOGRAPHER B. ANTHONY STEWART

selves enough to oust their leader and elect Captain John Smith. He figuratively picked up the sickly colony and shook sense into it. Here were no easy riches. Only hard work would win the battle of survival.

When Newport returned, January 8, 1608, only 38 colonists were alive to greet him. They had barely sunk their teeth into English food when raging fire destroyed buildings and belongings. Stubbornly, the colonists rebuilt. Guards stood at the main gate of the palisaded fort—as in the reconstruction of Jamestown, left.

Through the years, Jamestown clung on, even after the 1676 fires started by Nathaniel Bacon's rebellion. Another fire destroyed the Statehouse in 1698. Virginia's government shifted to better-situated Williamsburg (see October, 1954, *National Geographic Magazine*).

Now people tour Jamestown during its 350th anniversary festival. They pause by the ivy-covered Old Tower, only standing relic of the 17th century town. Scholars think it was a part of the first brick church, begun in 1639. The glass factory of 1608 stands anew. So does the fort of 1607. Illustrations in the May *National Geographic Magazine* show the quiet mystery of the old site.

Jamestown was never more than a strip of village stretching some three quarters of a mile along the James. Archeologists have uncovered traces of cellars and footings of 141 buildings, mute reminders of men and women, born English, who died American.—

Jamestown 1607-1957

Just 350 years ago today, colonists stepped ashore to found America's first lasting English settlement

Like trespassers, three ships slipped up a forested Virginia river. Terse commands broke the stillness as sails were clewed up. Men leapt ashore to lash the *Susan Constant*, *Godspeed*, and *Discovery* to trees. The day—May 13, 1607.

Indians watched as tents rose to form the settlement of Jamestown. Soon the redskins struck, killing two and wounding 14. The president of the colonists escaped with an arrow in his beard. Belatedly, he ordered the fort strengthened.

Indians were only one threat. Starvation hovered constantly. Rations grew short. To hunt invited a shower of arrows. Colonists sometimes caught man-size sturgeon in the broad river that lapped at their doorways. The fish helped some. But on June 22, 1607, sails filled and fleet commander, Captain Christopher Newport, set course for England to get food for the 104 who waved wan goodbyes. Virginia's hot summer took toll of them. Diseases brought by swamp mosquitoes and malnutrition killed half by September 10. Survivors roused them-

TOWER OF THIS CHURCH is the only remaining structure of 17th century Jamestown

NATIONAL GEOGRAPHIC PHOTOGRAPHER JOHN E. FLETCHER

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dropped a highly precious idol. Smith recovered it, then cagily swapped it back to its owners in exchange for a boatload of turkey, venison, and Indian bread.

Finally undisputed as Jamestown's leader, the Captain did his best to fulfill the colony's official requirements—to produce gold and a passage to the Pacific. While colonists clawed futilely for the former, Smith nosed up the Potomac, past the site of Washington. Then he tried the Susquehanna, searching always for a way to the west. Though frustrated in this aim, Smith earned the friendship and respect of Indians and gathered information for a map which later helped establish the Mason-Dixon line. Shipped home to recover from injuries in 1609, Smith looked at the receding shoreline of this huge America and knew he must return to a land he had grown to love.

NATIONAL GEOGRAPHIC PHOTOGRAPHER JOHN E. FLETCHER

EXPLORING MAINE, Smith anchored off Monhegan Island, now home of lobstermen

He got his wish in five years. With two ships he reached Monhegan Island off the grey Maine coast. He sought gold, copper, whales, or at least fish or furs. Explorer-minded still, he drew a map of coast and islands, noting soundings, landmarks, and rocks. He gave his own name to islands south of Portsmouth, now called the Isle of Shoals. Though commissioned to trade, Smith looked for a likely place to colonize. He poked about Massachusetts Bay, "Cape James" (Cape Cod), the good harbor at "Plimouth," where six years later the *Mayflower* would find permanent haven.

He returned to England, bursting with enthusiasm for his America. But he would never see it again. His attempted returns, one tingling with perils of storm and raiding pirates, are described in the current *National Geographic.*

The Plymouth Company consoled John Smith with the title, "Admirall of New England." He seemed aware of his contributions. "I may call them my children," he wrote of the American settlements.—S.H.

UMI

The Travels Of . . .

John Smith

Yelling redskins seized the bearded soldier, flung him to the ground, and raised war clubs to beat out his brains. The old chieftain, Powhatan, watched impassively. But before the first blow was struck, Powhatan's lovely teen-age daughter sprang forward to save the handsome white man, taking his head in her arms. So the story of Pocahontas and Captain John Smith, later told by the Englishman, became part of American history (see cover).

Such adventures were an old story to Smith. As a youth he had fled school in England to fight Spaniards in the Netherlands. Educated in warfare by the time he was 20, he joined Hungarian Christians in war on Turks. There he won his coat of arms—three Turkish heads on a shield—by decapitating three of the enemy in a remarkable feat of single combat.

While struggling to keep Jamestown Colony on its feet, Smith found time to explore. He traced the James River up to its falls where Richmond now stands on seven hills. While probing the Chickahominy he fell captive to the great Powhatan and later told his tale of rescue by Pocahontas.

HULTON PRESS AND NGS PHOTOGRAPHER T. J. ABERCROMBIE (ABOVE)

Seeking food, he traveled among Indian tribes, impressing them with his blunt aggressiveness. Once, surrounded by some 700 tribesmen, Smith grabbed their chief by his long scalp lock and leveled a pistol at his head (left).

The Indians capitulated, not without admiration for this straight-shouldered young man who never seemed to have the patience to be scared.

On another occasion, Smith led six of Jamestown's ablest men on a food foray to Kecoughtan, where Hampton now stands. Indians offered battle instead. The hungry colonists caught some of Smith's testy courage and blazed away with firelocks, sending the redskins howling to the woods.

In their flight, the savages

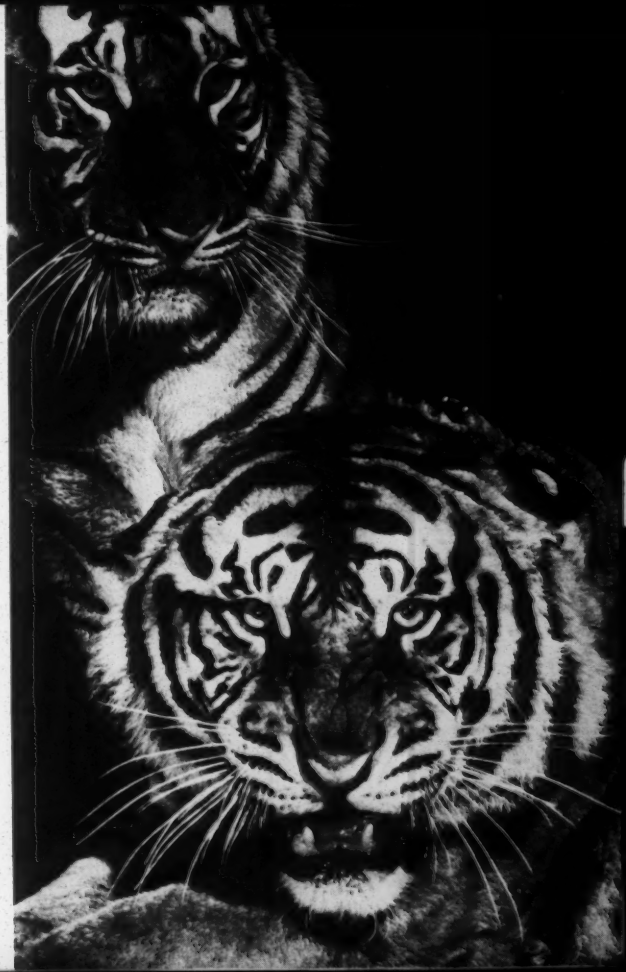
tional Geographic Society-Smithsonian Institution expedition brought back some giraffes. Their children's children are delighting zoo visitors today.

Animals struggling for survival in the wild might well envy their cousins in the Washington zoo. Meals are regular. Room service is prompt. Doctors make home calls for the slightest ache. If a tick or flea dares annoy, an attendant whips out the insecticide. The hippopotamus receives regular dental care. The elephant enjoys his massive pedicure.

From aardvark to eagle to boa constrictor to giraffe, all must be fed with an eye to the most particular appetites. From all corners of the park at feeding times the demands are screeched, trumpeted, roared, cackled. A barnful of hay for the elephants, please. The lesser pandas are dying for some bamboo shoots today. And don't forget fresh crab for the scarlet ibises, and baskets of grains and vegetables for the hippos, left.

Dr. Mann and his wife live so near the zoo that when their windows are open they can hear the gibbons whoop and the seals bark. Often the retired director brought home small boarders for personal attention—a tiger cub ignored by its mother, or a four-foot-long rosy boa nobody could ignore. Bottle-fed lion cubs have dug claws into the upholstery.

Bears, kinkajous, cheetahs, lemurs, and alligators all agree—it's nice to have a Mann around the house.—J.A.



A Mann And His Friends

DR. William M. Mann knows what it's like to have 3,000 hungry mouths to feed every day. He was director (1925-56) of National Zoological Park, Washington, D. C., for nearly a third of a century. Problems he faced included a lonely gorilla, tigers needing castor oil, two baby orangutans demanding special privileges (left), and ways to stretch Congressional appropriations so he could care for the smallest hummingbird, or maybe buy a new rhinoceros.

Washington's zoo has grown mightily since its first pair of elephants were led through the streets of the nation's capital. Someone ran ahead of them that triumphant day in 1890, warning carriage drivers to keep tight rein on horses. Years of collecting and trading have swelled the animal community. Today, Dr. Mann's zoo boasts one of the world's finest collections of rare animals.

Each is a kind of Washington diplomat. Some are friendly, like the bears, some snobbish, like the tigers. Some are just plain eye-stoppers, like the goblin-faced mandrill, right. A few aren't good diplomats at all. George, the Barbary ape, threw stones at small boys.

The zoo director himself led expeditions in Sumatran jungles, chaperoned tapirs down Bolivian rivers on tippy boats, ducked charging wildebeest in Tanganyika Territory. Transporting unpredictable cargoes back to Washington kept life exciting. Once the Komodo "dragon", a giant, meat-eating Indonesian lizard, broke loose in a ship's hold. Less problematical passengers included a young marmoset, tiny South American monkey, who slept out a voyage snuggled contentedly in the toe of a sock.

Dr. Mann has noted that most animals lead long, happy lives in his zoo. Twenty years ago, a Na-

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NATIONAL GEOGRAPHIC PHOTOGRAPHER B. ANTHONY STEWART

ALAN VILLIERS

Skipper Of The Mayflower II

ON the deck of *Mayflower II*, Captain Alan Villiers tests the 17th century cross-staff he is using to navigate this year's "Pilgrim voyage." Now 23 days at sea, the replica of the original *Mayflower* boasts an expert skipper. Villiers knows square-riggers from skysail to keel. He's sailed them since he was 15.

The *National Geographic* has published more of Villiers's sailing stories than any other magazine. In 1930, editor Gilbert Grosvenor photographed the *Grace Harwar* (right), on which young Villiers had rounded the Horn. A year after this dramatic meeting of luxury liner and square-rigger, Villiers thrilled Geographic readers with his tale of that voyage.

"Rounding the Horn in a Windjammer" (*National Geographic Magazine*, Feb., 1931), a spellbinder, helped establish Villiers as one of the finest living writers of the sea. More of his sagas came to the Geographic's pages, bringing to life lands visited in Arab dhows, in Portuguese fishing vessels, or in his

DR. GILBERT GROSVENOR

Grace Harwar nods taut sails as liner passes

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beloved old square-rigged ships.

A letter from Melville B. Grosvenor, President of the National Geographic Society, first brought the planned voyage of the *Mayflower II* to Villiers's notice. He tracked down the project office in London. And sure enough, they needed someone capable of bringing the ship across; in fact, they had already thought of Villiers.

Today, *Mayflower II* is westbound from Plymouth (England) to Plymouth (Massachusetts). Behind are long months of worry, study, and problem-shooting described by Villiers in his May, 1957, Geographic article, "We're Coming Over on the *Mayflower*." The reconstructed vessel offers new challenges to Villiers. It was modeled after Elizabethan merchantmen that haven't been built for three centuries. But if there's a man alive who can sail it, Villiers is the one.

For a future issue of the Geographic, Villiers has promised his personal narrative and exclusive photographs of the voyage. A new sea saga is in the making.

Storm winds swell sails of *Mayflower* jammed with seasick Pilgrims. More than 100 made the original voyage. Thirty-two sail on the replica.

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